Amendments to the Specification:

Please amend the specification as follows:

Please replace the paragraph starting at page 1, line 10, with the following:

In a fuel cell ~~sell~~ system, fuel gas such as hydrogen and oxidant gas containing oxygen electrochemically react with each other via electrolyte to take out an electric energy from electrodes disposed on both sides of the [[an]] electrolyte. Especially, a solid polymer fuel cell employing a solid electrolyte attracts public attention as an electric power supply for an electric vehicle because of a low operating temperature and ease of handling. A fuel cell powered vehicle is an ultimate clean vehicle with only water remaining as emission matter. This vehicle is installed with ~~install~~ a hydrogen absorbing device, such as a high pressure hydrogen tank, a liquid hydrogen tank, and a hydrogen absorbing amorphous alloy tank. Hydrogen supplied from the hydrogen absorbing device and air including oxygen are delivered to the fuel cell to accomplish reaction for taking out the electric energy from the fuel cell to drive a motor connected to drive wheels.

Please replace the paragraph starting at page 10, line 15, with the following:

Now, a basic sequence of operations of the fuel cell system is described as ~~bellow~~ below. The anode 4 and the cathode 5 are supplied with hydrogen and air from the hydrogen supply unit 1 and the air supply unit 2, respectively. Then, electric power is generated by reacting hydrogen and air in the fuel cell stack 3. During such operation, residual anode off-gas resulting from the anode 4 without being consumed therein, cathode off-gas resulting from the cathode 5 with a part of the oxygen being consumed, and containing moisture resulting from electric power generation, are respectively exhausted.

Please replace the paragraph starting at page 16 line 5, with the following:

In Figs. 2A to 2E, since the flow rate of hydrogen to be supplied from the hydrogen supply unit 1 is increased by the same flow rate as that of anode off-gas to be discharged concurrent with the discharging of anode off-gas, an output of the fuel cell stack 3 is kept constant for a time interval prior to and after ~~aft to~~ commencement of the discharging of the anode off-gas. Also, when in operation where the predicted combustion temperature Te exceeds the combustion temperature upper limit value Tmax, since the flow rate of air to be supplied from the air supply unit 2 is increased and the discharge rate of cathode off-gas is increased as shown in Fig. 2C, it is so controlled that in actual practice, the combustion

temperature in the combustor is avoided from exceeding the combustion temperature upper limit value Tmax.

Please replace paragraph starting at page 17, line 7, with the following:

In S14, judgment is made to find whether the combustion temperature Te exceeds the combustion temperature upper limit value Tmax. In judgment in S14, if the combustion temperature Te does not exceed ~~exceeds~~ the combustion temperature upper limit value Tmax, operation is routed to S40 to carry out normal purging.